(received via email)

I've attached the raw data and an excel spreadsheet of summary data.
 <<Document.pdf>> <<FOTR_4th_data.xls>>
The PDF'ed raw data sheets are in rough order -- we had two clipboards
going at any given time, so pay attention to the time column. Also note
that there are two versions of the sheets, one with a body-count, and
the other without (so our data is a little sporadic on that).

Results of Interest
First, for totals, we surveyed nearly 400vehicles/700users, with an
average of 1.78 people per vehicle
FOTR's perception of past usage is that 07/04/05 is about a third of
what traffic was for 2000-2003 big holiday weekends (causes: Spider
closure, Law Enforcement show of force on Memorial Day)
*   74% 4x4s, 9% quads, 4% cycles, 3% sandrails, 5% hikers
*   85% of the traffic was Eastbound; Spider (43%) and Buck (28%)
were the primary destinations, with only 12% planning a trip all the way
through
*   the vast majority of users passing Ellis Creek (79%) enter at
Loon (Wentworth was next closest, at 12%) and the majority of those
users exit at Loon, as well
*   78% of users enter the trail for the weekend, for more than just
one day
*   users rate the quality of the trail experience at an average of
8.8 on a 10-point scale (we lost about a quarter of the data here due to
overly-subjective data collection, instead of eliciting specific
objective numbers)
*   72% of the holiday weekend users are on the trail primarily to
socialize; 6% are there primarily for solitude, and 4% say BOTH social
and solitude (lots of odd answers on this, tho!)

Notes on Collection
1.) FOTR only counted data for vehicles passing inbound on a single
trip.
                        * If vehicles came in multiple times a day, they were only
counted once; if they came by on separate days on the same trip, they
were only counted once
                        * but if they went in and out in one day, then in and out the
next day, then they were counted twice
This makes the FOTR data somewhat one-sided, looking primarily at
East-bound traffic. I'm hoping we can flesh out the quantitative count
with automatic counter data from the Tahoe side, but even if we do,
we'll lack some of the more qualitative data from the volunteer count.
2.) Some fields were tracked as NA to try to separate out partial
incomplete data but still make use of the parts of data that still had
merit -- especially the person counts

For the next count, we should talk about Lessons Learned for manual
counters and automatic counters. Our volunteers need to collect data a
bit more consistently, but this is IMHO a great start

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